

Page 1

YUCCA MOUNTAIN SCOPING MEETING
PUBLIC COMMENTS

REPORTER'S TRANSCRIPT OF PUBLIC COMMENTS

Taken at Cashman Center
850 Las Vegas Boulevard North, Rooms 103-106
Las Vegas, Nevada

On Monday, May 17, 2004
At 3:00 p.m.

Reported by: Deborah Ann Hines, CCR #473, RPR

Page 2

ISAAC HENDERSON: My comment is on the nuclear transportation from Caliente to Las Vegas. Does this program include the protection of all animals, the welfare of the county, the welfare of the city, the welfare of the township, and also does it protect and save our military from having to come in to clean up if there happened to be a spill accident that would give us total neutralization of the event in order to put everything back into perspective for us to make it work like it was before the incident happened?

Also I want to know if our radios are protected from the waste, our historical society is protected, our mountain and desert are protected in Nevada, just as well as the media and newspaper, radios, teachers, lawyers, judges, the general public that would be protected also just in case if there was an accident.

Also I want to know if there is any grants that it takes to utilize some of the services that DOE has for Caliente to help their needy, to help the poor, also for jobs, food, benefits in order to help to keep that project continuously running. Once we start it, we want to continue it, not to discontinue it.

Page 3

To keep it underground, this is what I suggest. Dig the hole underground. Make the rail run directly to Yucca Mountain. That way nothing above ground would ever be seen.

I think DOE should have the assets that they need to build the rail system, but keep it underground where it can be utilized and sealed off just in case something may come up as a horrific accident. That way DOE can be protected, we can protect our government, we can protect the people and we can protect the land and everything, all the living creatures on it. I would support this one hundred percent as long as they kept it underground. God bless you and good luck to you.

Overall we've got to have our nuclear energy. We've got to have it because we see what gas prices are doing. We see our water prices are getting ready to go up. Neutralize it and use it. We should have it for every life that is given to us by our birth rights instead of inheriting what, poverty. We inherit the wealth and all the energy that it takes to keep us what, wealthy for the remainder of the turn of the centuries.

Because, remember, nuclear energy is around forever. Am I correct? So let's treat it like it's

Page 4

going to be around forever. But let's use it and keep it where we can suppress it in order to what, channel it to the right areas where it can give us what, the ultimate results as far as our what, our lifestyle, the good life. All we want to do is live the good life. And DOE would like to live the good life as far as the government to come in and maintain and keep control.

I want DOE to keep control because you guys have what, the will, the way, the mind, the attitude, the experience and the education and the engineering to do this. So I feel as though nothing is impossible for you to do, but it's up to you to make that decision. I hope that DOE gets what they want, but I hope that we keep it underground so DOE gives us what we want.

ROBIN DREW: Background: It is my belief that many individuals and organizations currently opposed to the Yucca Mountain Project would experience enormous relief of their fears if all were able to observe daily, as I have, the professionalism and integrity of the women and men who work on the Yucca Mountain Project. I have simply never seen a higher level of dedication and work ethic in any other workplace in the three decades I have been in

1 (Pages 1 to 4)

Page 5

1 the workforce.

2 Nevertheless, as I am clear proof, even in a
3 "nuclear culture" accidents happen and injuries
4 result. All sides of the controversy agree that
5 if/when nuclear waste is transported from its current
6 locations through states all over the USA to Nevada,
7 accidents will occur and injuries, loss of property
8 and even death are guaranteed to occur.

9 I offer my testimony because I have heard
10 very little from any party to this controversy about
11 plans for addressing those individuals who are
12 guaranteed to become injured by the Yucca Mountain
13 Project. The injured are certain to include not only
14 persons like myself injured while working on the
15 project, but also members of the public who may have
16 no idea they are at risk until an accident, and
17 injuries, occur.

18 At a Senate Field Hearing held here in Las
19 Vegas March 15, 2004, Senator Harry Reid stated my
20 concerns far better than I will ever be able to put
21 into words. I do not have the exact quote, but as I
22 understood it, Senator Reid gave this urgent warning:
23 If this is how they treat the people who work on the
24 Yucca Mountain Project, how do you think they will
25 treat the public?

Page 6

1 I hereby testify about how they, the U.S.
2 Department of Energy, the Yucca Mountain Project,
3 OCRWM, and the variety of for-profit subcontractors
4 have treated this individual injured by the Yucca
5 Mountain Project and offer concerns and predictions
6 based on how I have been treated. The bases of my
7 predictions are well documented and I urge the
8 Railroad Subcommittee to contact me for this
9 documentation if there is any question that I have
10 every reasonable expectation and fear that members of
11 the public who will be injured by the transportation
12 of nuclear waste to the Yucca Mountain Project can
13 look forward to having their lives altered and
14 utterly destroyed.

15 What individuals and communities across the
16 United States of America who are injured by the
17 transportation of nuclear waste to the Yucca Mountain
18 can expect: One, the Yucca Mountain Project will
19 behave in a manner that can best be described as "hit
20 and run."

21 Once an injury has occurred, the individual
22 can expect the Yucca Mountain Project and the U.S.
23 Department of Energy to quickly distance their
24 organizations from the situation so that the
25 individual is left to cope, completely alone, with

Page 7

1 for-profit subcontractors such as insurance companies
2 who are primarily motivated by cutting cost at the
3 expense of our communities and workers to protect
4 their bottom line.

5 Unless these administrative bodies who
6 oversee the Yucca Mountain Project develop specific
7 and detailed guidelines in advance describing how the
8 injured shall be treated by the service providers,
9 there can be no fair, ethical, honest or appropriate
10 outcome expected.

11 The Yucca Mountain Project administration
12 department and local project management team must
13 communicate with the subcontractors as to how the
14 injured should be treated and assure the injured and
15 the public that complete follow-through is the utmost
16 urgent priority of the care providers and their
17 management teams.

18 The Yucca Mountain Project should be
19 monitored by a subcommittee that shall oversee the
20 treatment of the injured to make sure that the
21 for-profit subcontractors are at least complying with
22 the laws of the state where the injuries occur and
23 that those health and benefit policies shall equal or
24 exceed federal guidelines and mandates.

25 It will not be enough to make verbal and

Page 8

1 written assurances. Past performance will be the
2 tangible assurance, either that the Yucca Mountain
3 Project will abandon its responsibilities once
4 injuries occur or that the Yucca Mountain Project
5 will take the appropriate and reasonable initiative
6 once injuries occur. The documentation demonstrates
7 that at this time the public is assured that after
8 injuries occur, the lives of the injured will be
9 destroyed and the Yucca Mountain Project will not
10 take appropriate responsibility, if it takes any
11 responsibility at all.

12 One of my concerns is that if somehow the
13 injured are resourceful enough to discover how to
14 contact the Yucca knowledge Project about the way
15 they are being treated, the injured may initially
16 receive assurances that the Yucca Mountain Project
17 will look into the matter, but shortly thereafter the
18 injured will receive a brief letter that looks
19 suspiciously like a one-size-fits-all form letter
20 stating that the Yucca Mountain Project duly
21 contracted with the appropriate subcontractors who
22 carry the certified levels of insurance and that the
23 responsibility of the Yucca Mountain Project ends at
24 that point.

25 Two, after an injury occurs, insurers will

2 (Pages 5 to 8)

Page 9

1 automatically deny claims, sight unseen.

2 When the injured individual contacts the
3 appropriate for-profit subcontractors who were
4 selected by the U.S. Department of Energy and by the
5 Yucca Mountain Project and initiates the appropriate
6 claims, the injured individual can expect to have the
7 claim automatically denied, sight unseen, via a form
8 letter.

9 Three, the injured will have no choice but
10 to retain the services of attorneys, if any attorneys
11 can be found who are willing to represent the
12 injured.

13 The injured individual will have no choice
14 but to retain the services of an attorney, but only
15 if the individual can find an attorney who believes
16 the injury is severe enough to make the case
17 profitable for the attorney who will be, after all,
18 yet another for-profit organization the individual
19 will have to cope with. The injured individual can
20 therefore expect to be in the peculiar position of
21 needing to be severely injured enough that the
22 individual's case is attractive to an attorney.

23 This raises another concern I have not heard
24 addressed by any parties in this controversy: What
25 happens to those individuals injured by the Yucca

Page 11

1 over the years, but probably not the kind of medical
2 care that is appropriate for that injured individual.

3 Six, if the injured attempt to obtain
4 appropriate medical treatment, these attempts will be
5 frustrating and quite possibly futile.

6 If and when the injured individual figures
7 out that the medical professional assigned to the
8 injury is an inappropriate choice, the injured
9 individual can be forced to fight for months to be
10 assigned to a more appropriate medical professional,
11 and the individual will continue to suffer until an
12 appropriate medical professional is assigned, if
13 ever. Basically, the individual injured by the Yucca
14 Mountain Project will probably never receive the
15 appropriate medical care unless the individual is
16 extraordinarily resourceful, patient, assertive and
17 persistent.

18 Seven, the injured will be secretly
19 investigated, followed and videotaped.

20 The individual injured by the Yucca Mountain
21 Project can expect that a private investigator or
22 team of private investigators will be assigned to
23 secretly follow the individual around town, spend
24 days or weeks or months right outside of the
25 individual's residence attempting to get a view of

Page 10

1 Mountain Project whose injuries and property loss are
2 not roundly considered to be at disaster and
3 catastrophe and national front page headlines levels?

4 Four, forced to retain legal counsel, the
5 injured will have to pay for representation out of
6 their own pockets.

7 The injured individual will have no choice
8 but to pay for the services of this attorney from the
9 individual's own pocket. This might be done in the
10 form of a contingency fee paid from the individual's
11 eventual settlement. This means that whatever monies
12 the individual is given to use toward recovering from
13 the injuries and getting life back on track will be
14 cut nearly in half.

15 Five, the injured will received inadequate,
16 perhaps even incompetent or unethical, medical
17 treatment.

18 The injured individual can expect to be
19 directed toward medical professionals who are well
20 known to the for-profit subcontractors and who have a
21 better relationship with the subcontractors than with
22 the injured individual. This means the injured
23 individual will receive the kind of medical care that
24 makes a for-profit subcontractor happy enough to send
25 that medical professional lots of repeat business

Page 12

1 whatever goes on inside the injured individual's
2 home, secretly videotape everything the individual
3 does day and night, day in and day out, and search
4 vigorously through any obtainable records including
5 contacting the individual's former employers,
6 checking any existing criminal court records,
7 business licenses, the DMV, and even checking Family
8 Court records.

9 The individual will not be told that this
10 investigation has taken place and will never find out
11 who and how many people viewed these videotapes and
12 records, and the individual will not be allowed to
13 see these videotapes or private investigator reports.
14 The videotapes will be sent to, among others, medical
15 professionals chosen by the for-profit
16 subcontractors. The medical professionals will
17 submit reports. None of this will be revealed to the
18 injured individual.

19 If this prediction sounds extreme to your
20 committee, I urge you to contact me for
21 documentation. Four separate private investigators
22 reported to the insurer in my claim over a period of
23 four months and there exist in my file secretly
24 recorded "surveillance" videotapes and written
25 reports.

3 (Pages 9 to 12)

Page 13

1 My first knowledge of this was when I
2 exercised my right to review my files in the
3 insurer's offices, a right that has been vigorously
4 contested and obstructed by the insurer. To my shock
5 I found in my file from the private investigator to
6 the insurer not the reports and not the videotapes
7 but a bill for thousands of dollars and later a
8 report from the physician the insurer sent the
9 videotapes to.

10 Eight, once an injury occurs, from then on
11 the individual's time and life will be filled with
12 hearings and appeals.

13 In the years following the accident the
14 individual injured by the Yucca Mountain Project can
15 expect to endure numerous hearings and appeals with
16 or without adequate legal representation. If the
17 individual is lucky, the injury caused by the Yucca
18 Mountain Project will be so severe that the
19 individual will be unable to obtain or maintain
20 gainful employment, which will therefore mean that
21 the individual will at least have time to attend all
22 these hearings and appeals.

23 The individual who is able to continue an
24 active life despite the injuries will have to choose
25 to attend to work obligations, family obligations and

Page 14

1 other obligations of life or instead choose to
2 continue attending to the obligations of a claim that
3 will be vigorously protested by corporations that
4 fight injured individuals for a living.

5 The individuals injured by the Yucca
6 Mountain Project may find that the obligations of
7 fighting for their rights will result in divorce,
8 inability to maintain employment, inability to
9 concentrate on the obligations of an ordinary life,
10 stress and the additional physical injuries directly
11 attributable to stress, inability to parent properly,
12 including the inability to afford to take care of
13 one's own children, inability to pay mounting bills,
14 eventual poverty, and, in some cases, the individuals
15 injured by the Yucca Mountain Project will eventually
16 lose their homes, as occurred in my particular case.

17 Some individuals injured by the Yucca
18 Mountain Project will give up on fighting for their
19 rights early on, decide to cut their losses by
20 agreeing to an inadequate settlement or even give up
21 without getting any of the settlement they are
22 entitled to by law. Others will fight for years
23 until they've lost everything and may or may not
24 eventually receive somewhat adequate compensation and
25 the other benefits and services they were entitled to

Page 15

1 by law but which were withheld year after year.

2 Nine, the community, including the city,
3 county and state where the injured live, will have to
4 bear the financial burden of the injuries.

5 The community of the individuals injured by
6 the Yucca Mountain Project will find that because the
7 Yucca Mountain Project, the U.S. Department of Energy
8 and the for-profit insurers are determined not to
9 fulfill the obligations mandated by law, policy and
10 ethics, by default the community will have to
11 mobilize its resources on behalf of the individuals
12 and families. Cities, counties and states will find
13 themselves coping financially with the aftermath of
14 injuries and deaths caused by the Yucca Mountain
15 Project. It has happened already. It will happen.
16 This is a provable guarantee.

17 Ten, the community will incur hidden and
18 incalculable costs.

19 The community of the individuals injured by
20 the Yucca Mountain Project will incur hidden costs
21 which may be incalculable. The disruption of lives
22 may rob communities of their previously most
23 productive members, not just when deaths occur, but
24 when individuals who were, prior to the accident and
25 injuries, active participants in the community but

Page 16

1 who can no longer participate at such levels because
2 their time and energies and spirits and other
3 resources, including financial, have been drained by
4 the never ending fight for their rights and the
5 struggle to simply survive.

6 For example, before I was injured by the
7 Yucca Mountain Project I was a foster parent taking
8 care of a child whose only other option was to be
9 institutionalized, and who is, to the best of my
10 knowledge at this time, institutionalized at
11 community expense.

12 There are volunteer opportunities too
13 numerous to mention which are generously and happily
14 met by community members every day whose
15 contributions, once removed from the community
16 because of the failure of the Yucca Mountain Project
17 to take responsibility for the injuries caused by the
18 Yucca Mountain Project, will be removed at
19 inestimable cost to the community.

20 Conclusion: I leave it to the vast variety
21 of voices, including those of Nevada elected
22 officials, grass roots organizations all over the
23 USA, business leaders and individuals from every walk
24 of life and perspective to address the other concerns
25 about the transportation of the nation's nuclear

4 (Pages 13 to 16)

Page 17

1 waste across the highways and railways of this
2 country. From my experience and for the purposes of
3 this particular Field Hearing I focus on only one
4 concern about the transportation of nuclear waste to
5 the Yucca Mountain Project:

6 It has been guaranteed by all sides of this
7 controversy that there will be accidents and
8 injuries. There have already been accidents and
9 injuries. I have not heard anyone address policies,
10 standards, and compliance monitoring, nor have I
11 heard any agency specifically named which would have
12 the responsibility of implementing these policies
13 regarding how individuals who will be injured by the
14 Yucca Mountain Project are to be treated or where the
15 individuals who will be injured by the Yucca Mountain
16 Project can go for help once the worst case scenario,
17 an accident in the transporting of nuclear waste
18 across the country to the Yucca Mountain Project,
19 occurs.

20 I have personally spoken with a
21 representative of the Nuclear Regulatory Commission
22 both in public forum and privately, including in
23 correspondence, and I have raised this question to
24 the OCRWM concerns office in writing and I have still
25 not received a clear and reliable answer, because

Page 18

1 apparently at this point in time there is no answer.
2 Tragically and inexcusably it will be left to the
3 individuals who are injured by the Yucca Mountain
4 Project and who are injured by the transportation of
5 nuclear waste to the Yucca Mountain Project from
6 locations all over the USA to discover that there is
7 no plan and that there never was a plan for
8 addressing the aftermath of the injuries that are
9 guaranteed to occur.

10 Please be advised that in the interest of
11 making my written statements as clear as possible I
12 requested the assistance of Merle Long who helped me
13 by editing item one above. Mr. Long is currently an
14 access technology specialist in Las Vegas and has a
15 union labor background including having held a
16 member-elected seat on the general executive board
17 committee for operator services in San Francisco,
18 California.

19 I would also like to read the reply I got to
20 this statement that I just made. The reply I got
21 from the Department of Energy, office of civil
22 radioactive waste management, office of repository
23 development, and it's signed by J. Russell Dyer,
24 assistant deputy director for technical and
25 regulatory programs. I'm not going to read you the

Page 19

1 whole thing, I'm just going to read you the very
2 important paragraph.

3 It says, With regards to your predictions of
4 how other workers or members of the public will be
5 treated based on your personal experience, we do not
6 believe your workers' compensation claim experience
7 provides reasonable basis for making such
8 predictions. Consequently, we are not addressing the
9 specific questions enumerated by you regarding that
10 matter.

11 One of my concerns is that if someone raises
12 a concern they may receive an answer from the Yucca
13 Mountain Project that says, because of who you are,
14 that concern is irrelevant. Not that the concern
15 itself is irrelevant. If it was given by somebody
16 who had experience that we appreciate, maybe it will
17 be relevant, but you do not have that kind of
18 experience so we do not have to address your
19 concerns.

20 I think this is like if I call the fire
21 department and say there's a fire across the street
22 and I'm afraid that people are getting hurt and maybe
23 they should send an ambulance and maybe they should
24 send a fire truck, and they say, Are you a fireman,
25 and I say, No, and they say, We do not believe your

Page 20

1 experience provides a reasonable basis for making
2 such predictions, consequently we're not addressing
3 the specific questions enumerated by you regarding
4 that matter.

5 JOHN BAIETTI: I listened to the other
6 arguments of people that are against this, and they
7 really don't look at the whole issue. And the whole
8 issue is this: Number one is where they're putting
9 this waste right now is disgusting, dangerous, just a
10 catastrophe waiting to happen.

11 As we sit here tonight on Monday night in
12 Vegas, there's waste in Texas A & M. There's waste
13 in UCLA. There's hospitals around the country that
14 have waste, very toxic, very dangerous waste. Where
15 is it? It's at the loading dock of these places.
16 Where is it at? It's getting ready to be picked up.
17 Who's picking it up? Steve and Bob's pickup service,
18 or whoever.

19 My father, Al Baietti, who was a
20 radiological control director for International
21 Chemicals Nuclear, and he'd fight with these people
22 day and night that there's a system around the
23 country, universities to schools to industrial to
24 nuclear power plants, not nuclear power plants, those
25 actually put it away safely, but all these other

5 (Pages 17 to 20)

Page 21

1 little places put the stuff on the loading dock
2 waiting for Bobby and Stevie to pick it up in their
3 frickin' Ford 150.

4 And you talk about transporting waste in
5 downtown Houston, downtown Dallas, Indianapolis,
6 Washington, D.C. in the back of pickups, in vans, in
7 Dodge Caravans that have the steel thickness of put
8 your finger right through it, okay. You want to talk
9 about an accident? This is an accident waiting to
10 happen.

11 You're talking about trains that are
12 reinforced steel that missiles cannot penetrate.
13 You're talking about a containment of dangerous items
14 far beyond anything that has happened. You're
15 talking about improving from a nursery school 101 to
16 a Ph.D. from Harvard, Stanford and MIT. This can
17 take waste and put it in a whole new level: Safer,
18 better, extremely studied, extremely cautious,
19 extremely no risk.

20 Now, you look at the risk issue on this,
21 there is no risk. Zero, nada, nothing, nothing,
22 zero. There isn't a shred of risk, not from the
23 point of pickup to the point of the train to the
24 point of the dump site to the point of the dump
25 itself. There's never been risk. There's no risk.

Page 23

1 prove. It's simple to prove. And nobody knows why
2 these morons are acting like they are. I want to
3 tell them, I want to say, Gee, did you go out in the
4 sun today? Did you walk from the building to your
5 car? Did the sunrays hit you? Well, you know that
6 those are beta gamma rays, whatever, you can get skin
7 cancer. Well, but I don't know, you just walked from
8 here to your car and did the sun hit your skin?

9 You know what, there's a small degree of
10 chance that you might get cancer. You really might.
11 You're going to get cancer walking from here to your
12 car. Well, a lot of people are going to go, Well,
13 you know, I really don't think I'm going to get
14 cancer. You might. There's a slim chance. You
15 might get hit by a meteor. You might get hit by
16 lightening. You might get skin cancer.

17 Now, if you look up at the sun for less than
18 a second are you going to go stone blind? Probably
19 not. But if I hold your eyes open and forced you to
20 look at the sun for 15 minutes what do you think is
21 going to happen? Oh, let's see, you might go blind.
22 It's the same with this waste. If you're far enough
23 away from it, it has no effect. Put your hand near
24 it, it has an effect. Put your hand closer to it it
25 has a bigger effect. Stick your hand in the stuff

Page 22

1 There's never going to be any risk. Nothing is ever
2 going to happen.

3 What I told people if they ever want to test
4 it, and they ought to do this, one way to do is let's
5 stick a train car and let's load it absolutely floor
6 to ceiling with this stuff and let's take the biggest
7 missiles we know, who knows how they're going to get
8 them there, but let's say they do, let's put these
9 missiles in and let's just blow them up. Let's just
10 blow the son-of-a-bitch up, okay.

11 And then let's put Geiger counters a hundred
12 yards, 200 yards and so on and so forth to about a
13 mile. Here's what's going to happen, because that's
14 an easy study to make. Any scientist wherever, even
15 in California where people are already halfway brain
16 dead, can study the point that if you have this much
17 toxic waste and you release it into the atmosphere,
18 and the atmosphere, as we all know, is fairly large,
19 it's going to disburse.

20 And what's going to happen is just like a
21 grain of sand on the beaches of all of California or
22 one pea that I toss in the ocean in Huntington Beach
23 and try to measure it in Hawaii, it's going have no
24 effect. This stuff disburses into the air.

25 And it's easy to prove. It's cheap to

Page 24

1 and your skin is cut, you might die. It's just like
2 in Chernobyl. These folk are walking around with
3 this -- the Geiger counters are going off the
4 machine. They're breaking Geiger counters, so much
5 nuclear whatever, toxic waste, whatever is in the
6 air.

7 The point is this: It ain't going to happen
8 here. It can't happen here. And even if it did
9 happen here, somebody had that big of a weapon to
10 blow one of these cars up or some astronomical thing
11 happens, it wouldn't matter. It would matter to the
12 folks that have to contain it, but again it's going
13 to disburse in the atmosphere.

14 It's the same thing as my dad, my father
15 who's passed away, I wish he was here, would battle
16 these people over and over again, nuclear power
17 plants, whatever, and he used to explain them this.
18 He'd ask people, they're quote scientists, like the
19 people in here they call themselves scientists, I
20 think a "mad" ought to be put in front of their name,
21 the point is this: They know within a reasonable
22 number how big the Pacific Ocean is, within a
23 reasonable number. It's this big.

24 They also know how much waste is generated
25 every year, because these people are putting them in

6 (Pages 21 to 24)

Page 25

1 canisters and putting them in their backyard in dirt.
 2 It's disgusting. They're putting them in dump sites.
 3 If they were to kick one over or somebody punctured
 4 it, they'd probably die from exposure to the toxic
 5 waste.

6 But the point is this: If you took all of
 7 that waste and dropped it in the Pacific Ocean, just
 8 dumped it in the Pacific Ocean, and you had Geiger
 9 counters two miles away, like in this study, a
 10 computer could do it in an hour, and you take this
 11 much and you put it in this much, what you're going
 12 to find is that it's like taking a grain of sand and
 13 dumping it in an olympic swimming pool and measuring
 14 what is the distance that the water goes up. I mean,
 15 you know, or whatever. I mean, it's so astronomical
 16 that every Geiger counter within two miles of this
 17 dump site from the top of the surface to the bottom
 18 of the ocean floor, every ten feet, 10,000, a hundred
 19 thousand Geiger counters will never read a point.
 20 They won't read a point. They won't move.

21 My dad would try to show this to people.
 22 He'd go, You know how big the Pacific Ocean is?
 23 Excuse me, it's like extremely large. You know how
 24 much waste there is? Well, compare one to the other,
 25 dump it in and hear what happens. The problems

Page 26

1 they're talking about are non-existent because it
 2 disburses. The problems you're talking about are
 3 non-existent because the transportation has been
 4 upgraded. The containers are upgraded. They're
 5 taking liquids and making them solids. It's closely
 6 guarded. Nothing can happen. Nothing.

7 And we're going to take a situation that's
 8 dangerous, hazardous. Somebody is about to die.
 9 There's going to be a spill and somebody is going to
 10 die. They haven't yet, thank God, driving around in
 11 pickup trucks, Steve and Fred's pickup service.
 12 That's who's doing it, by the way. Check. Go look.
 13 My dad has. Go look.

14 Who picks up the stuff from International
 15 Chemical and Nuclear when my dad was chief? Who
 16 picked up the stuff there? I worked there as a
 17 janitor. I was radioactive quite a few times. Don't
 18 say anything. I was radioactive a few times. It's
 19 really tough. You rinse it off with water, by the
 20 way. That's how you get it off your hands. Like I
 21 would get it on my hands and take the cleaning stuff,
 22 take the Geiger counter and do this and go like that
 23 and you take what they call water, you take water and
 24 you wipe it off, and the water rinses it right off
 25 your body.

Page 27

1 But anyway, irregardless of all that the
 2 point is that who picked up the waste at
 3 International Chemical and Nuclear when my dad worked
 4 there? Answer, same answer, Bob. Same answer. JFK
 5 or whatever pickup service in a frickin' flatbed
 6 pickup. And where did they take it to? Beatty,
 7 Nevada.

8 That's how my dad got more and more into
 9 this thing. Hey, if somebody hits this truck, this
 10 stuff has got some dangerous shit in there, you know.
 11 And, I mean, don't you think we ought to put it like
 12 in a big semi, or my dad would tell people that.
 13 What happens if this guy rolls this vehicle on the
 14 405 and this shit goes all over the freeway? And
 15 people would go, I don't know, Al, this is the way
 16 we've been doing it. My dad would go, This is not
 17 right. Something could happen here. This is
 18 dangerous as hell.

19 And what these, if you want to call them
 20 people, I think they're still breathing, the Sierra
 21 Club, they want to take the situation like that which
 22 is the way it is right now and leave it that way.
 23 And it's disgusting. They're disgusting. They
 24 disgust me and everybody else.

25 And the big spin up on this, and I'll end it

Page 28

1 with this, it's a money making opportunity for
 2 everybody in Nevada. We can make a ton of money off
 3 this, not a little, a ton. Just like Alaska gets
 4 their money for oil, Nevada is going to have the only
 5 license, the only one in the entire North America.
 6 We hold the only license. You want to dump your
 7 stuff, you come through us. That's the way we're
 8 going to do it. We're going charge to them because
 9 we're going to handle it properly, not the way it is
 10 now. We're going to change that and do it properly
 11 the way it should be.

12 My dad used to say this is dangerous.
 13 Something is going to happen. Thank God it hasn't,
 14 you know what I mean. It's amazing it hasn't, you
 15 know what I mean, a big spill of a whole bunch of
 16 stuff. Isn't that incredible the way they do it,
 17 pickup trucks, flatbeds, you know, wherever.

18 I just saw it in the news. Did you catch
 19 Fox news about a week ago, they showed where the
 20 stuff is going on the East Coast. On Fox news they
 21 showed where a lot of the states dump. In South
 22 Carolina this guy's farm in a town of 300 they've
 23 been dumping it there for years. You know what it's
 24 in? 55 gallon drums. And they have a tractor that
 25 plows a ditch, and they put these barrels in the

Page 29

1 ditch and then they put dirt over them. Well, sir,
2 what happens if you get backed up with inventory?
3 What happens if the guy doesn't show up with the
4 tractor to dig the ditch? Oh, well, the barrels will
5 probably just sit there, and, you know, and we'll
6 bury them when we get time. Tell me about it.

7 BUD TANGREN: I've come to be one of the few
8 perhaps that are in fair of this thing. I don't know
9 how many people you've had here today. I don't see
10 many people that are in favor putting the waste in
11 Nevada at the Test Site up here. I see no reason why
12 not to. We have already contaminated the place.

13 I came here in 1950, and in '52 I think it
14 was they opened the Test Site up and began exploding
15 atomic bombs up there. And I went to work up there
16 at that time, about a year and a half, two years.
17 And we started in a place called Frenchman Flat, and
18 we built a town called Mercury, Nevada.

19 When I went there there was nothing there.
20 We lived there seven days a week and we lived in
21 these old army flats with two foot board and a canvas
22 top. They did build a commissary so we could have
23 something to eat and shower, which I haven't had
24 today. I just got off work. No, I just quit. But
25 those were the conditions that we worked in.

Page 30

1 I felt at the time that the scientific
2 community didn't really know exactly what they were
3 doing. That's why we called it a Test Site. They
4 were testing to see just what these things would do.
5 They knew that they were dangerous. They knew they
6 were powerful. They had used them on population
7 centers in war previous, and they knew they could
8 kill a lot of people with them, and they knew that
9 they could do a lot of things with them if they could
10 control it.

11 So the whole Test Site as far as I can see
12 was trying to miniaturize the thing to a point where
13 they could control the reactors. And I think they've
14 done that. They have them in submarines. They have
15 them on battleships. They have them all around now,
16 so the scientists have done a good job. The
17 engineers have certainly been there too. So why not
18 use it. It's one of the better, cleaner, safer fuels
19 in the world today that is out there. Beats the heck
20 out of burning coal. This is what you get when you
21 burn coal. I've been working with charcoal all day.

22 So, no, I see nothing wrong with it. I'm in
23 favor of it. Now, having said that, and living in
24 Nevada we have a lot of crazy people in our state,
25 and most of them are politicians by the way. Maybe

Page 31

1 we can get rid of them one of these days, I don't
2 know. It's hard to do, they keep coming.

3 But I feel that this is the best place for
4 it in the whole country. My second choice would be
5 Manhattan, the third choice would be Chicago. And we
6 can go on, and Florida would be included at some
7 point. However, being realistic, we have a place.
8 It's already contaminated and it's a natural.

9 There is no other place that I know of that
10 could be better for it. We have deserts to the east.
11 There's Salt Lake City. We have deserts to the west.
12 We have deserts to the north. And we live in a
13 desert in Vegas, so what the heck.

14 And if it's so dangerous, and this is the
15 thing that I've asked so many times, if this is so
16 dangerous and the radiation lasts for 10,000 years,
17 the world hasn't been around 10,000 years. Who are
18 we kidding? And yet the people that flock to this
19 county and this city by the thousands, why would they
20 come here knowing that this was a dangerous place and
21 has already been radiated beyond anybody's wildest
22 imagination? So why would they come here? Why are
23 they here now if they're afraid? I don't get the
24 connection. And yet maybe it's not them. Maybe it's
25 just a few. Maybe it's just these news reporters

Page 32

1 we've got up and down the block. I don't know. But
2 I have an idea they play the biggest part in it.

3 We get Harry Reid and he's an absolute --
4 well, he shouldn't be where he is, that's for sure.
5 He's not that good. He's not any good really. And
6 Harry proclaims himself to be an expert. He's not,
7 knows nothing about it. But I know very little about
8 it, but I know that I worked there for a long time.
9 We did a lot of explosives.

10 I still walk today, barely, but not from
11 anything that ever happened on that Test Site. I
12 mean, people look at me and say, We see why you are
13 like you are because we can tell you've been up and
14 down the block. That isn't the cause. It's being
15 around politicians in Las Vegas might have been a
16 bigger problem. But anyway, no, I'm in favor.

17 Now, as far as your railroad goes, I think
18 it's a waste of money, which our government is expert
19 at. Why don't you just cut it right up the mainline
20 here and take it up there. What's wrong with that?
21 It's dangerous? Well, let's see now, what do they
22 haul on the rail line through our town every day?
23 Sack of potatoes? No, I don't think so. What do
24 they haul every day through the middle of our town?

25 I sit and watch the trains going out toward

8 (Pages 29 to 32)

Page 33

1 Henderson, 15, 23, 28 tanker cars. They haul a lot
2 of chlorine right through the middle of our town. If
3 you want to kill Las Vegas, put a leak in one of
4 those deals and the whole town will die in two hours.
5 What are we worrying about? Those things are wide
6 open to terrorism, to accidents, whatever. The way
7 these people drive when they cross Warm Springs out
8 there at Pecos and Warm Springs and then down the
9 road to another place and down the road to still
10 another place, why, any number of things could go
11 wrong. One car could hit one of those and get busted
12 open. Guess what, we all ain't going to live very
13 long. Right here, right now.

14 So as far as dangers, yeah, everything is
15 dangerous. But what's the danger of this thing up
16 here? What is the danger? Radioactivity? No, I get
17 more radioactivity in me just going to my dentist to
18 have x-rays of my teeth or whatever. They give me
19 more radiation at that point than I ever got up there
20 I think.

21 So what are we worrying about? Right next
22 door is Beatty, Nevada. We have a dump. I was just
23 up there a month ago. They are still burying all of
24 the radioactive stuff coming off the back of who
25 knows what: Hospitals, laboratories, all kinds.

Page 34

1 They dig a trench, put it in and cover it up. No big
2 deal. If it's so dangerous why are we doing that?

3 I say that, Hey, in the final analysis we're
4 going to get the dump. That's my estimation. And I
5 think rightly so, because those folks in Manhattan
6 don't want it, nor should they have it because they
7 don't have anyplace to put it.

8 So if that be the case then I suggest that
9 we be compensated for having it here. Our budget
10 runs about \$6 billion a year in this state. I
11 suggest the other 49 states divvy up whatever amount
12 they have to to compensate this state for about \$10
13 billion a year for taking all of their radiation. If
14 they want to split that up into percentages, I don't
15 care, but let them pay for storing it here.

16 And I would rather say, and I do say, let's
17 do it that way, you just pay us that much money for
18 the storage space. You guys pay for the
19 transportation. You pay for everything else or we're
20 out. Just put a check on our desk first day of
21 January every year, \$10 billion and then get out of
22 our sight and let us go, because there's nothing they
23 can do to us to hurt us.

24 They ain't going to kill us. They're not
25 going to do it. Even if they wanted to they're not

Page 35

1 going to. They have no incentive, no incentive in
2 killing us. So let's get out of the way, let them do
3 a good job, hopefully, and quit all the squabbling
4 we've been reading about and hearing about from Harry
5 Reid and company and the environmental wackos. If
6 you want to see something dangerous in our world
7 today, look to the environmentalists. They cause
8 more trouble than I have ever seen and heard about.
9 That's a personal opinion, but I back it up any way
10 you want to look, but that's another story.

11 In the meantime I say bring on the
12 radiation. Compensate us for it, that's all. Give
13 us some money. Make us feel a little bit better.
14 Even the girls of the night are compensated for their
15 efforts in our village, and quite handsomely by the
16 way I understand. It's not personal knowledge. But
17 the point is that just compensate us for our efforts
18 and for our part in it and do your thing. I don't
19 care. I think it's a good deal.

20 SUSAN POTTS: I am with Friends of Nevada
21 Wilderness. You have accurately shown all the
22 wilderness study areas that would be affected or that
23 are along this map; however, the Wilderness Act of
24 1964 allows for citizens to propose wilderness areas
25 also.

Page 36

1 And Friends of Nevada Wilderness, along with
2 the Nevada Wilderness Coalition, have submitted a
3 proposal for wilderness land in Lincoln County to
4 Senators Reid and Ensign, and there is a proposal in
5 the North Pahroc Range. It's the southern part. I
6 have not been able to coordinate my map with your
7 maps yet to see exactly where it's at, but we will
8 submit that information. I've got the card of
9 somebody to submit information, so we will submit
10 that information.

11 So it's a citizen proposed wilderness area
12 that the senators are currently considering. So
13 right now it's still BLM public land and does not
14 have to be treated as wilderness, but there's a
15 possibility that it will become wilderness area, so I
16 want to make sure you're aware of that in your
17 thinking of, you know, when you're thinking of
18 putting the route through.

19 We'll have a map and written sort of
20 direction that is included with the map. It will be
21 very specific on there. And currently we don't have
22 any citizen proposed areas in Nye County, but we may
23 in the future. And you may want to contact us or
24 have us contact you, "us" being Friends of Nevada
25 Wilderness. And my phone number is [REDACTED]

9 (Pages 33 to 36)

Page 37

1 And so that we can be in communication in regards to
2 any other citizen proposal in this area that may
3 happen through these counties. Contact me or Shaaron
4 Netherton, (775)324-7667.

5 We submit our proposals directly to Senators
6 Reid and Ensign. You can also contact their staff
7 also. Generally we let the BLM know as a courtesy,
8 but BLM does not have to treat the land as a
9 wilderness study area. They don't have to treat it
10 any differently unless it does, in fact, become
11 designated wilderness by the senators.

12 RAYMOND IZEN: I'm against Yucca and against
13 transportation of waste to us. I feel that it's a
14 dangerous situation, especially with the world
15 conditions today that somewhere between New York or
16 wherever else the waste is coming from and here
17 there's too many chances of something happening, and
18 they're just all people between here and there.

19 Obviously my voice is New York but you don't
20 know on the tape, but I moved here for my retirement.
21 Initially I'm still working in a different career,
22 but to get away from certain things. I love Las
23 Vegas. I now have grandchildren here living here in
24 Las Vegas and don't want the dangers of waste being
25 90 miles away.

Page 38

1 Also for our whole economy here with the
2 tourism industry and everything else why would people
3 come here if we're sitting on a hot bed?
4 Additionally the people are saying they're for it
5 because it's going to bring jobs here for the 500
6 people or whatever who may get jobs in upstate
7 Nevada. Overall it's cheaper to buy them out and not
8 have the waste come than it is to have it come here
9 and endanger everyone's lives.

10 But there are jobs available for them
11 somewhere. If they want to stay in their own area,
12 fine, buy them out and let them stay there, but don't
13 bring the waste through Caliente or anyplace else.
14 It's dangerous for the state. We have the water down
15 here in Lake Mead. We have over a million population
16 in Clark County. You have people retiring here,
17 moving here, tourism, millions of people per year are
18 coming here. That would just endanger everybody.

19 CAREN LEVENSON: I am just opposed to
20 transporting it under very lax security and through
21 areas that could be environmentally sensitive and
22 that one accident could ruin our nation.

23 ROBERT ALAN KEMP: (STATEMENT ORALLY GIVEN
24 TO BOB BLACK).

25 I reside [REDACTED]

Page 39

1 [REDACTED] I'm the chairman, CEO
2 Nevada Central Railroad, dba Great Basin Railroad,
3 dba Nevada Northern Railroad. I'm the CEO of
4 Aviation Technologies Limited, a Nevada corporation,
5 incorporated in 1987 in the state of Nevada.

6 The Nevada Central Railroad is owned by
7 Aviation Technologies Limited. Nevada Central
8 Railroad is a Nevada Corp. that was incorporated in
9 July of 2003.

10 History regarding the intended construction
11 of a railroad by Aviation Technologies Limited and
12 Nevada Central Railroad is as follows: In 1988 I,
13 acting on behalf of Aviation Technologies Limited,
14 executed an analysis and study within the western
15 United States from El Paso, Texas west through New
16 Mexico, Arizona, Nevada and north through Oregon,
17 Washington state ending at Vancouver, Canada of the
18 viability of the construction of a commercial
19 north/south west/central region heavy, high speed
20 mainline rail system.

21 In 1991 we completed the initial scoping and
22 came to conclusions in relation to the first phase of
23 potential construction of what was then named the
24 Nevada Central Railroad, and by '93 made final
25 corporate decisions relating to the financial

Page 40

1 feasibility and traffic analysis to support the
2 conclusion, execution and construction of a
3 construction project that would be initiated within
4 the state of Nevada on a route that was determined by
5 the U.S. Department of Energy and identified by U.S.
6 DOE as the Carlin route and Jean route.

7 We decided by 1996, after executing a number
8 of meetings in Las Vegas, Nevada with the U.S.
9 Department of Energy at the request of the U.S.
10 Department of Energy, to move forward and initiate a
11 commercial independent rail construction project. A
12 documented proposal was provided by Aviation
13 Technologies Limited to the U.S. Department of Energy
14 Las Vegas, Nevada in 1996. That in concept was
15 approved by Nye County Commission on October 15, 1996
16 in Amargosa Valley.

17 ATL then proceeded, dba Nevada Central
18 Railroad, to then execute the final construction type
19 design specifications, and by 2002 executed a program
20 to acquire necessary legal funding for the execution
21 and construction of the Nevada Central Railroad in an
22 approximate amount of four billion U.S. dollars
23 deriving from commercial public bonding to be
24 collateralized with the roadbed and railway system.

25 In 2003 Aviation Technologies Limited, by an

10 (Pages 37 to 40)

Page 41

1 through its general counsel, Fritz Kahn, notified the
2 U.S. Surface Transportation Board of its notice to
3 execute a construction permit and begin construction,
4 that was July 17, 2003, of the Nevada Central
5 Railroad bypass. The trade name for that particular
6 system owned and controlled by Aviation Technologies
7 Limited through its wholly owned subsidiary Nevada
8 Central Railroad is the NCR bypass, and that has been
9 trademarked.

10 ATL and Nevada Central Railroad staff in
11 July and August of 2003 contacted the U.S. Department
12 of Energy in Washington, D.C. and provided the
13 previously identified information to U.S. DOE staff
14 working under the supervision and authority of
15 Margaret S. Chu. U.S. Department of Energy staff
16 provided Nevada Central Railroad and Aviation
17 Technologies staff with the final 2003 EIS so that
18 Nevada Central Railroad could provide same to the
19 U.S. Surface Transportation Board, which has since
20 been completed following the six-month waiting period
21 under the Federal Rail Agency and Surface
22 Transportation Board regulations following the
23 initial notice of construction in 2003.

24 Surface Transportation Board has
25 appropriately responded three times to ATL staff as

Page 42

1 well as direct documented response to ATL and Nevada
2 Central Railroad general counsel legal
3 representatives in Washington, D.C.

4 Nevada Central Railroad staff and Aviation
5 Technologies Limited staff replied to the notice of
6 withdrawal that was publically noticed by U.S.
7 Department of Interior, Bureau of Land Management
8 through documented communication on Monday,
9 March 29th, 2004 by copying original communications
10 to Dennis Samuelson, BLM coordinator for the state of
11 Nevada working under authority of Bob Abbey. Such
12 documented communication was legally addressed and
13 provided to Margaret S. Chu personally as confirmed
14 as received on March 29th, 2004 at her offices within
15 the Department of Energy.

16 ATL NCR staff confirmed receipt by U.S. BLM
17 through direct oral communication with Dennis
18 Samuelson and state of Nevada BLM director Robert
19 Abbey, as well additional staff within Margaret Chu's
20 office to include Jay Johnson and senior DOE staff
21 directed by Margaret Chu.

22 I, Robert Alan Kemp, acting as a legally
23 designated officer of Aviation Technologies Limited
24 and the Nevada Central Railroad contacted Margaret
25 Chu by telephone personally to confirm receipt of our

Page 43

1 reply that was copied to U.S. Department of the
2 Interior, Bureau of Land Management. Prior to
3 Margaret Chu's provision of testimony to the United
4 States Congress and Senate concerning her future
5 requirements for the 2005 budget, which later
6 included her subsequent decision followed by
7 confirmation and communication by telephone, prior to
8 her testimony to Congress of her decision in relation
9 to the selection of the Caliente route.

10 At all reasonable times the U.S. Department
11 of Energy has been made aware through both oral and
12 documented communication of the existence and public
13 notice of intent to construct the NCR bypass as a
14 north/south route within the state of Nevada.

15 Mr. Fritz Kahn, general counsel for Nevada Central
16 Railroad, executed a documented letter to the City of
17 Ely on February 12th, 2004 to acting mayor Robert B.
18 Miller, Mayor, City of Ely, informing the City of Ely
19 that NCR had already executed its notice of intent to
20 construct its north/south bypass route along the
21 historic Nevada Northern Railway right-of-way that in
22 general terms runs from the Ruth mine through Ely to
23 McGill junction due north to Shafter and Covre.
24 Covre and Shafter are the intersections to the Union
25 Pacific east/west mainline that runs to Salt Lake

Page 44

1 City.

2 The communication that I will provide to the
3 U.S. Department of Energy in relation to the
4 provision of comments today from Fritz Kahn will be
5 identified by my initials RAK Exhibit 13-A.

6 On May 5th, 2004 Aviation Technologies and
7 Nevada Central Railroad staff provided documented
8 request for the inclusion of agenda items relating to
9 the construction of the Nevada Central Railroad NCR
10 bypass within the state of Nevada to White Pine
11 County District Attorney Richard Sears, and White
12 Pine County Clerk Mrs. Donna Bath.

13 ATL NCR staff provided the City of Ely city
14 council by and through its district attorney, which
15 is also Richard Sears, acting for and on behalf of
16 the City of Ely, also to Jim Allworth, the city
17 clerk, City of Ely, Nevada, and by and through Shane
18 Bybee, the acting mayor pro tem, of its notice of
19 intent for the inclusion of agenda items relating to
20 the construction of the Nevada Central Railroad.

21 For purposes of identification in relation
22 to the provision of comments today, I am going to
23 identify the May 5th, 2004 notice to White Pine
24 County District Attorney Sears as RAK 13-B.

25 For purposes of identification in relation

11 (Pages 41 to 44)

Page 45

1 to provision of comments today I'd like to refer to
2 the documented notice to the City of Ely through City
3 Attorney Richard Sears as RAK 13-C.

4 I'm going to include with my comments today
5 to the U.S. Department of Energy a copy of Nevada
6 Revised Statute chapter 37.230, which is condemnation
7 by railroad companies. And I will refer to this in
8 relation to my comments for purposes of
9 identification as RAK Exhibit 13-D.

10 I'm going to include with my comments today
11 the provision of a documented presentation that was
12 executed to the White Pine County Commission as well
13 as the City of Ely city council. And for purposes of
14 identification I'll refer to that as RAK Exhibit
15 13-E.

16 In conclusion the Nevada Central Railroad is
17 a commercial railroad existing within the central
18 corridor of the state of Nevada that in relation to
19 U.S. Department of Interior federal statutes under
20 U.S. congressional code as well as the U.S. Federal
21 Railway Act exists as a railroad under construction.

22 Railroads under construction under the
23 Federal Railway Act as well as regulations of the
24 Department of Interior cannot be interfered with by
25 any federal agency, state or local state governmental

Page 47

1 rail alignment directly to the U.S. Department of
2 Interior by and through the Secretary of Interior to
3 the U.S. government. We will copy the provision of
4 this filing to Margaret S. Chu and Robert Abbey,
5 State of Nevada, Director Bureau of Land Management.

6 ATL NCR staff have confirmed with U.S.
7 Department of Energy staff in Washington, D.C. that
8 the 2003 EIS was a legally qualified final EIS under
9 U.S. Environmental Protection Agency regulations that
10 meets in excess of 70 percent of the EIS requirements
11 for the construction by U.S. Department of Energy of
12 a rail corridor within the state of Nevada.

13 In direct conflict with documented decisions
14 provided to ATL NCR staff by and through the U.S.
15 Surface Transportation Board, office of SEA, ATL NCR
16 staff intend to proceed and notify Congress and
17 Senate of the United States of the existing conflict
18 that relates between Surface Transportation Board and
19 U.S. Department of Energy in relation to the
20 characterization, specific technical applicability
21 and identification referencing of information
22 contained within the U.S. DOE final EIS of 2003 that
23 is applicable within the scope of the Surface
24 Transportation Board filing by ATL NCR staff to the
25 STB in 2003 to meet either NEPA or commercial EIS

Page 46

1 incorporated entities, such as a city or town, or
2 other commercial entity with the exception of a
3 preexisting commercial railroad.

4 ATL NCR submits that it has properly noticed
5 the U.S. Department of Energy of its legally defined
6 existence as a railroad under construction within the
7 legislation approved by Senate and Congress as an
8 existing railroad system within the state of Nevada
9 authorized by Congress as a commercial transport
10 provider capable of providing a connection to Yucca
11 Mountain repository for purposes of meeting all U.S.
12 DOE heavy transportation requirements.

13 The Nevada Central Railroad, by and through
14 its general counsel and legal staff in Washington,
15 D.C., will execute a filing with the Secretary of
16 Interior in June 2004 to obtain a permanent easement,
17 a portion of which has already been identified by
18 U.S. Department of Energy Margaret S. Chu for land
19 withdrawal in direct conflict with Department of
20 Interior and BLM regulations that integrate with the
21 Federal Railway Act concerning impact to a commercial
22 railroad operation and/or construction project.

23 NCR will then proceed to provide a general
24 map, a legal description and GPS coordinates of its
25 intended corridor as well as specific site survey

Page 48

1 requirements under the construction permit process of
2 the Surface Transportation Board, U.S. DOT. That
3 concludes my comments.

4 (Thereupon the proceedings
5 were concluded at 8:00 p.m.)
6 * * * * *

Page 49

1 CERTIFICATE OF REPORTER

2 STATE OF NEVADA)

3 SS:

4 COUNTY OF CLARK.)

5 I, Deborah Ann Hines, certified shorthand
6 reporter, do hereby certify that I took down in
7 shorthand (Stenotype) all of the proceedings had in
8 the before-entitled matter at the time and place
9 indicated; and that thereafter said shorthand notes
10 were transcribed into typewriting at and under my
11 direction and supervision and the foregoing
12 transcript constitutes a full, true and accurate
13 record of the proceedings had.

14 IN WITNESS WHEREOF, I have hereunto affixed
15 my hand this 19th day of May, 2004.

16
17
18

19 Deborah Ann Hines, CCR #473

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25